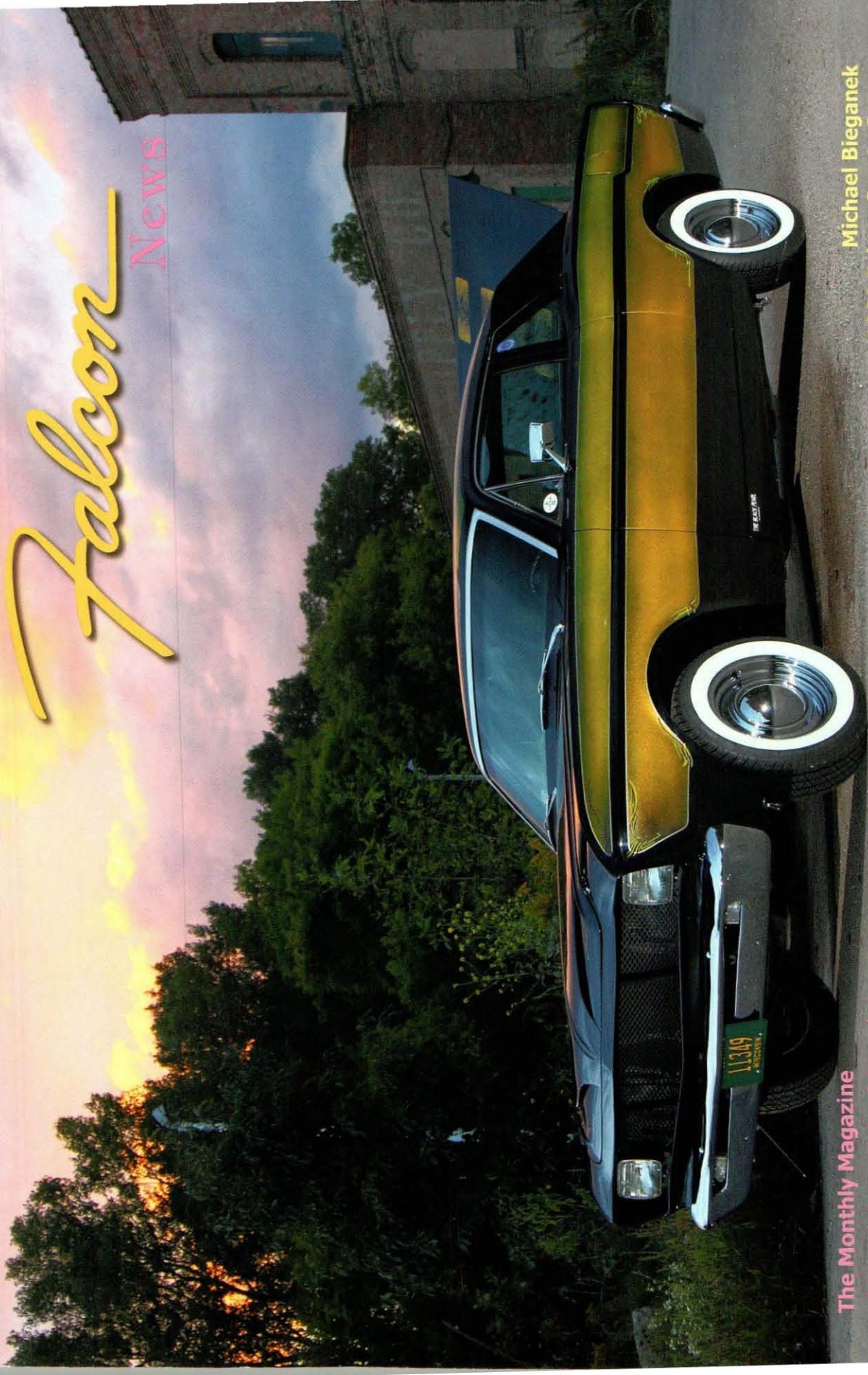


The National

Falcon

News



The Monthly Magazine
of The Falcon Club of America
February 2014

Michael Bieganek
1968 Falcon Sports Coupe
The Black Pearl of Shangri La

February 2014

COVER: MICHAEL BIEGANEK THE BLACK PEARL OF SHANGRI LA

Michael Bieganek didn't really want this 1968 Falcon Sports Coupe in the first place but he turned it into a unique "labor of love." See the story on page 4.

Do you think your Falcon should be on the cover? Send a high resolution digital photo (300 dpi at 8 x 10 inches) to the Editor. Send multiple photos and stories on a CD or DVD.



Index of Advertisers

Auto Krafters, Broadway, VA	19
Advertising Guidelines	6
Classified Advertising	6
Dennis Carpenter Reproduction, NC	24
Falcon Club Store.....	11
James Dottling's Falcon Connection, Tucson, AZ.....	21
J. C. Taylor Antique Auto Insurance, PA	23
Mac's Antique Auto Parts, NY.....	15
Melvin's Classic Ford Parts, GA.....	11
Obsolete Ford, Nashville, GA.....	8
Obsolete and Classic Auto Parts, OKC.....	16
Shine! On Me, CA.....	22

IN THIS ISSUE

Index of Advertisers.....	2
Mason Dixon Regional Meet 2013: Phil Barber	3
The Black Pearl of Shangri La: Michael Bieganek....	4
Falcon Club Officers.....	5
Classified Advertising & Guidelines	6
President's Message	8
Calendar of Events	11
Final Journey: Paul Garrigan.....	16
Final Journey: Bart Otti.....	20
Feature Falcon: Mitch McKay	21
Regularly Scheduled Chapter Meetings	22
35th FCA National Registration.....	Jacket
FCA Membership Application.....	Jacket

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

Mason Dixon Regional Meet Report

Phil Barber

September 6–8, 2013
Edgewood, Maryland

At this event we decided, after much prompting from folks who attended midwest shows so organized, to do away with classes and parking by class. This one simple change sure made the organization and management of this event so simple. It was, as they always say “a piece of cake.”

It went like this: when you registered you got a number based on the order in which folks registered and upon arrival you simply parked behind that number. That way it was totally random. At noon on Saturday of the event we had fielded 39 vehicles with 47 registrations. Besides show cars we had John Vanatta's 1951 Ford F7 Rollback—which toted his Ranchero—and some very well stocked and organized vendors, including Ken Holquist, Jerry Kratz and Darren Wood with his Dad. They all had great vendor sites and many customers.

We had comments from many that liked the new way of field organization because they got to park by “new” folks, making for a good thing for everyone.

As for awards we had the Best of Show Trophy which went to Mac McCray with his absolutely perfect Burgundy 1965 Sprint hardtop. We also had the Ladies Choice Award—it went to Debbie and Madi Watt with their pretty in Rose Beige 1963 Sprint convertible. The longest distance award went to Doug Browning with his 1964 Tudor Wagon, coming all the way from Oklahoma. Doug's award was the nozzle from a gas pump with cash plugging the snout! That award drew lots of chuckles for its originality.

Last up was the Diamond in the rough award. This honor went to Merl and Susan Hayn with their totally original “barn fresh” 1960 sedan. They received an award for that plus Oldest Falcon present. The next new feature was that only the 20 cars receiving the most votes from their peers received an award. These unique plaques were made to

—Continued on page 14



Robert Southard



Ed & Phyllis Siskels



Greg & Sandy Hull



Gray Bessie



John & Susan Rasm - MC



Carl & Norma Henderson



Mac & Barbara McCray - Best of Show
Virginia Falcons



Richard & Fran Hannah - Virginia Falcons



Jim & Pam Clements



Darren Wood

"The BLACK PEARL *Shangri-La*"

By Michael Bieganek

It

all started when I did a tattoo on my boss' daughter. She wanted a half sleeve and decided to trade me her 1968 Ford Falcon Sports Coupe for the tattoo. I reluctantly agreed, knowing it was her father's car that she had learned to drive when she first got her driver's license. The car had seen some bumps and bruises and wasn't really wanted by her or her father. Nor by me.

I did take the car in trade anyway, thinking I could make a quick buck with it at a swap meet. Needless to say there were no takers. It was virtually rust free, just a little banged up and too many layers of old paint on it. I ended up driving it back from the swap meet to a shop that a friend and I had just found for rent. I parked the car in there not knowing what to do with it. We laughed about it and my friends started calling it the unwanted stepchild.

One late night in the shop my friend and I were looking at the Falcon. My friend suggested it should have a chopped top and sarcastically I said, "Yeah, right."

Then I got to thinking—let's take off some of the chrome and pound out the dents, since I was schooled in auto body years ago. A few hours, and a few beers later my friend had persuaded me to remove the ugly vinyl top. I reluctantly removed the vinyl top only to find rust. The top had been a moisture trap to the salt air

—Continued on page 9



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futura@sbcglobal.net

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falconclub.com

Classified Advertising

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

* 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim. \$ 2000.00 o .b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication. (July 20 for September issue) The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

FALCONS FOR SALE



1966 Falcon Futura. Gold with gold upholstered interior. Rust free. Six cylinder 200 engine, automatic transmission. Factory A/C. 126,000 original miles. Same owner for 40 years. Stored indoors for past 10 years. Perfect condition, drive anywhere. Asking \$9,500 OBO. John, 954-467-8371, marlene@prosj.com. FL.

1966 Ranchero, white, mild custom. White two tone paint, Gunmetal Grey and White. Custom interior Gray Tweed with black trim. Engine is a 351/4V, modified. Rhino bed liner. Wheels upgraded. Undercarriage solid and restored, engine restored, minor dirt and grime, engine compartment, restored and solid. No excessive leaks in drive line. Solid and restored. Classified as a #2 vehicle. Recent appraisal finds interior above average, exterior excellent, engine condition above average. \$25,000 OBO. Wilma Miles, 405-659-0211 or 405-478-1550. OKC.

1965 Falcon Hardtop for Sale: 200 "6," C-4 auto. Refurbished 20 or so years ago, darkish blue outside, silver blue inside. Good runner, excellent body, but needs paint, serviceable interior. Complete new exhaust, brake work, sway bar, frame connector, excellent grille and front bumper, many parts for upgrade and improvement. Clean title, we are second owners, needs to go to a good home. \$4995. Lenny Kellogg, lenkellogg@lpbroadband.net or 970-593-1964, CO.



1964 Ranchero. The car is a V8 factory four speed car and in very good condition with 15,000 miles on the rebuild. I'm asking \$11,500 for it. Richard Cash, 707-816-7673 or Richrdcash@yahoo.com. TN.



1964 Futura two door hardtop. This car was originally a six cylinder car. A 1965 Comet donated all the V8 drive train and suspension. This has a 289 two barrel motor with power steering and runs good. It doesn't smoke or use oil. Included is the factory under dash AC unit and mounting brackets for the compressor. The motor has never been rebuilt and has about 85,000 miles on it. The transmission is a C-4. As far as we know it has never been rebuilt either. It shifts fine but when it sits for a month or two it will leak transmission fluid, but once driven it stops. The interior is decent. It has pleated seat covers from J. C. Whitney that are not correct Falcon seats but look nice. The interior is mostly white with black painted metal. The dash pad is black and new. The bumpers are painted metal. This car belongs to my father-in-law and he is parting with it for health reasons. It has only been driven about 1000 miles since it was done about four years ago. This is not a professional shop build but a garage built car. It is about a 7 point

car that is very presentable and really gets attention. \$9500. Contact Tim Sutherland, 316-655-0697 or tim@sutherlandbuildersinc.com. KS.



1963 Falcon Futura convertible. Six cylinder 144, four speed, new tires. Red interior, bucket seats. 75,000 miles; restored about 10 years ago. Asking \$12,000. Don Heider, 908-783-3949. NJ.

1962 Falcon four door sedan. 75,000 original miles. Editor's daily driver for 12 years. Red with white top, grey interior vinyl/cloth. New engine and transmission in 2012. 144 CID automatic. Interior seats nice, floor mats. Headliner needs replacing. Glass and body very good and straight. Trunk mats. A solid running and driving car, for daily use. In the last 12 years, it has been driven 35,000 miles. \$4500. Contact Wendy by email at fca.editor@yahoo.com. KS.

1960 Falcon with an automatic transmission. It is currently not running but does come with a spare engine. It is a coupe, blue in color. All the glass is good and the body is good also. I would love to sell to someone who will appreciate my little car as much as I do. Renae Hagen, 406-431-5812 or bnhhd@yahoo.com. MT.

1965 Ford Falcon Sedan Delivery, \$4000. 1965 Ford Falcon Futura HT, \$1200. 1965 Ford Falcon Futura HT, \$600. 1968 Ford Falcon 2 door sedan, \$500. 1965 Ford Falcon 2 door HT,

\$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.

FALCONS WANTED

Wanted: 1965 Sprint, manual transmission, 289, original car or correct restoration in terms of original color paint and interior. Distance no problem. Call Jerry, 336-765-8312 or email ww Whitfield@triad.rr.com. NC.

1969-1970 Falcon coupe, driver quality or better, must have good paint and no rust. Mechanical challenges OK. Stock or lightly modified, V8 preferred. Willing to travel for the right car for my 1969 model wife. Knowledgeable buyer with nice garage! 717-538-0474 or dvandtl@yahoo.com. PA.

PARTS FOR SALE

One Ford eight inch differential. Three to one gear ratio, limited slip, twenty eight tooth axle gears. Rebuilt with new bearings and seal. \$300 + shipping. Ron Winkler, 775-356-7313. NV.

1964 Falcon parts: hardtop doors, fender, deck lid, new C4 Coan tranny, big block clutch fan, clutch disc, clutch forks, carburetors, shifters (some Hurst), Motorsport aluminum valve covers (high rise), new 4.88 gears (two sets), headlight bezels, Lemmans rods and pistons. Call Phil or Claudia 269-746-4385 or 269-369-5059. MI.

NOS Parts: C20B-13450-B lens, \$30. C2DZ-4851-A U-joint flange assembly, \$100. C0DZ-13341-A turn signal switch plate, \$55. C4DZ-5630-C spring shackle kit, \$75. C4DZ-17A553-A wiper switch, \$60. C6DZ-18578-A heater switch, \$60. All plus shipping. John, 413-527-8502. MA.

President's Message: Cliff McKay

With all our Falcons yearning to break free from the bonds of another cold winter, I trust we've still been able to get out and see our local FCA chapter friends for some Falcon camaraderie ... and of course some GOOD FOOD too! Also remember to be extra sweet this month toward your significant other, even if it is your Falcon.

As I mentioned, it seems at least in my home chapter "if you feed us, we will come." So many of our chapters do winter garage meets or even chapter projects for some members who may not be able to take on a major project on their own. I think this is one of the nicest things we as a club can do for someone, whether an FCA member or not. If your local chapter performs a special project it would make a great story for our *Falcon Club News*, so take some good photos, write a brief story and submit it to our Editor.

This is also a good time to start thinking about prepping your ride for a run to a Regional or National meet this year. Making a list of things to take? Making a list of things to do or see on the way? Or even a wish list of things to look for in the swap area? As a chapter, maybe start finding out who will be wanting to go and if cruising together would work for your individual schedules? Migrating as a flock can be a fun way to go, especially if the cars have two-way radios, unless maybe you have a wanna-be-singer along for the ride.

If you have specific ideas for items you might like to see in the FCA store at this year's Nationals in Overland Park, please let the ladies know and they will consider your request. Please keep in mind that we have to place orders months in advance for our inventory to be produced and delivered for the event.

Speaking of the Nationals, I strongly encourage early registration for the meet and early reservations with the hotel. Personally I highly recommend dialing the hotel number directly for reservations. Both of these early actions assist the chapters sponsoring these events with funding thru event reservations and clout with the event



hotel management. If you have not yet done so, please check out the 2014 Nationals website, take a look at what the Kansas City area has to offer and feel free to submit your own personal suggestions!!

Remember to include the younger generation in your plans for a car show or two this year, and also be willing to lend a hand to help them get into a Falcon of their own.

Take care! Look forward to Spring and have fun working on those projects as your local weather permits. Falcon On!

—Cliff McKay (FCA #7987)
Peck, Kansas

1960-1970 FALCON

Contact us for your Falcon parts. We stock ornaments, rubber weatherstrips, bumpers, grilles, steering, brake and suspension parts. Interior trim, mirrors and manuals. Please mail in for your Falcon parts catalog today.

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Phone: 229-686-2470 Fax: 229-686-7125

obsoletereliableparts.com

"The BLACK PEARL of Shangri-la"

—Continued from page 4

and rust had penetrated the very solid Falcon. Again, I was unsure what to do.

It took some welding and blocking and then the car was pretty much ready for paint. About that time we moved out of that shop and I had to put the car in storage for awhile until I could get a place to paint it. I moved that car around a bit, never giving it that paint job. Once again it was labeled the unwanted stepchild.

Time went on and my wife wondered why I ever took this car in trade for a tattoo. We finally got our own little place to call home and it had a little one and a half car garage behind it that I could work out of. I never looked back!

I pulled that Falcon into my garage and knew exactly what was coming next. A chopped top! I quickly removed the interior and welded braces to the inner structure of the car. After much measuring I figured out how to chop the top

—Continued on page 12



In Progress...



Classified Advertising

—Continued from page 7

I have parts available from a 1967 Ford Falcon Sport Coupe that I dismantled. The body was not salvageable for restoration. If anyone is in need of any specific parts for a 1967 Falcon, contact me by phone at 716-735-7547 or GreedyMite@Hotmail.com. If the part is available, I will give an overview of the condition along with a price. Shipping extra charge or parts can be picked up. Many parts are interchangeable with 1966, 1968, 1969 and early 1970 Ford Falcons. Ask for Bob. If no answer please leave a message and I will return the call. Please call between 7:00 PM and 9:30 PM Eastern Time. Bob Karpenko, NY.

Large 35 year collection of good used parts for 1960 through 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts, too numerous to mention. Also some parts for 1963 thru 1965 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons—New \$650. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.

PARTS WANTED

Looking for 1961 Falcon stainless steel body mouldings. Fenders; all car, doors four. Quarters; four door, wagon. Rear; wagons. Pete Haley, x2k@lycos. CA.

1970 to 1975 Maverick eight inch rear end. Preferably with four lug wheels. The 1/6 Mavericks from 1970-1972 had four lug wheels. Jerry Nichols, 913-526-6343 or nick65bsa@yahoo.com, KS.

Want to buy either a repro or good used 1964 Blue interior armrest for left/driver side two door hardtop. If you have a repro set for both sides, may want to buy both. I do not need the

metal insert. David Nelson, 804-893-3276 or carguysx2@gmail.com. VA.

1963 Falcon Deluxe two door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, park lamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 314-480-2556 or kslitteken@aol.com. MO.

MISCELLANEOUS WANTED

My name is Marc Veenhuis. I'm from Holland and I love cars as long as I can remember. I had six strokes (cerebral infarctions, CVA or other medical terms are used for this) so I am in a wheelchair most of the time. Between my physical treatments, I try to collect car emblems; this is not only a hobby but a kind of therapy too because it keeps my memory active when I try to remember car names and the cars they belong to. Maybe you have got some spare or slightly damaged car badges lying around. Just plastic or metal badges you cannot use anymore, I really would love to receive them for my collection, I will appreciate that very much. With kind regards and respect, I hope to hear from you soon. Marc Veenhuis, Boomgaard 10, 7021 KZ Velswijk - Zelhem, The Netherlands. Email Carnut8@hetnet.nl or carnut@kpnmail.nl.

INFORMATION WANTED

I am trying to determine if your club has an opinion on the availability of the 289-4V in the 1966 Falcon, perhaps late in the year. None of the sale literature mentions the option, but the Ford master parts catalogs indicate it was offered. Perhaps someone in your club might be able to shed some light on the subject, or check car data (if collected) for an A-code 1966 Falcon. Bob Mannel, bobmannel@charter.net. OH.

PASSWORD

Access the technical articles on the FCA website with this password: FCAmemberIGS.

MISCELLANEOUS FOR SALE



This red 1965 Falcon Sprint artwork is now available in a 12" x 24" limited edition art print, from original art by automotive designer/artist, and Falcon Club member, Jim Gerdorn. The print is \$40, with free shipping (US and Canada), and each is personally signed and numbered by Jim. This is one of many prints available on Jim's website www.DesignFactoryArt.com. The print can be ordered online, or by mail from Design Factory, P.O. Box 14037, Lenexa, KS 66285-4037



WHERE'S MY AD?

Classified ads must be re-submitted monthly in order to run. Please do not ask for your ad to run multiple months, resubmit the ad in full monthly. Deadline for Classified Advertising is the 20th of the month two months before publication date (July 20 for September issue). Please email your ad if possible and use correct spelling, grammar and punctuation.

Calendar of Events

APRIL 4 - 5, 2014

**SOUTHERN COAST REGIONAL MEET
PENSACOLA, FL**

for info. email Larry Blum at lwblumjr@juno.com

MAY 4 - 5, 2014

KEYSTONE REGIONAL MEET

fordfalcon.org

JULY 10-12, 2014

**35TH ANNUAL FCA CONVENTION
OVERLAND PARK, KS**

Hosted by the Mid America Chapter. Use form in this issue to register now! midamericafalcons.com.

AUGUST 7 - 9, 2014

METRO DETROIT REGIONAL MEET

detroitfca.webs.com

AUGUST 22 - 23, 2014

**NE CHAPTER 17TH ANNUAL REGIONAL
FALCON MEET
STURBRIDGE, MA**

For info. email Cris Bowes at CBRicris@aol.com or check Chapter web site at northeastchapter.com.

SEPTEMBER 5-6, 2014

**FCA REGIONAL MEET
NIAGARA FALLS, NEW YORK**

Hosted by the Erie Canal Chapter FCA
eriecanalfalcon.com

**1964-73
MUSTANG**

**1928-69
FORD CAR**

**1960-70
FALCON**

**1962-71
FAIRLANE/
TORINO**

**1928-79
FORD TRUCK**

**1955-66
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Conyers, Georgia
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Fax: 770-761-5777

Ash short sleeved T with black and yellow FCA logo on left chest and three fender design on back in magenta, navy, yellow, cyan, white and black. \$19 S-XL, \$22 for 2XL-3XL

228-466-4349 or
falclub@aol.com to order.

The Falcon Club Store thanks you
for your support!



FCA THREE FENDER TEE



"The BLACK PEARL of Shangri-La"

—Continued from page 9

two and one half inches while still retaining all the original green tinted glass including the vent windows.

It took some planning—in the process the drip rails were removed and the C pillars were made from scratch. After three tries I finally got the side of the roof how I liked it. In the process I also got a 1967 rear window frame and package tray and graphed it at more of an aggressive angle than the original rusted rear window frame.

This was the third car roof I had ever removed but the first I ever tried welding back together. It was quite the undertaking!

I was lucky to be schooled in auto body, to have a shop to work in, and to have a great car to start with. This project had become a labor of love. I spent many late nights and weekends on this car all while still working as a tattoo artist, tattoo shop owner, home owner, husband and father, not necessarily in that order.

I was grinding and sanding, sanding and grinding; there was much metal and dust being tracked into the house. The ongoing joke with my wife was that I was grinding so much, there would not be anything left of the car.

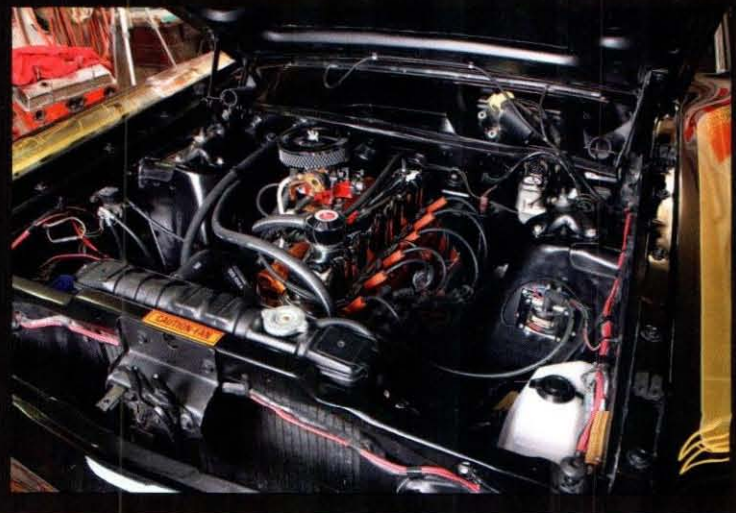
Like I said, this car had become a labor of love and my garage time had too. The more I blocked it, the more I customized it, leaving no panel untouched.

After completing the chop, reinventing the A and C pillars and channeling the windshield into the body, I rear-ranged the backlight and added quarter round drip rails. I redesigned the wiper system, then moved on to putting a gas door in the quarter panel—all the while trying to keep it looking as factory as possible. I dechromed the whole car, shaved the door handles and filled side marker lights.

There were many trips to the junkyards, some more successful than others. Eventually I had all the parts to finish the car. Eight years in the making!

I had an old customizer guy from Neshkoro, Wisconsin do the interior for me—the only thing I haven't done myself on the car. I went with a diamond tuft inlay design, wanting to use elements of older generation customs of the 1950s—all throughout the build keeping that '50s lead sled theme. All black interior with gold piping over the original seats and redesigned door panels.

Surprisingly, I was able to retain a stock headliner even with the chop. The console was made from scratch out of wood and metal and inlaid with extruded aluminum from a door threshold for a house. I added a mini tach and cheap stereo. With new seat belts and carpet of course! It was fun to see the completion of the interior.



—Continued on page 15



BLACK PEARL

Mason Dixon Regional Meet Report

Phil Barber

—Continued from page 3

indicate a Top 20 Award and that it was given at the Mason Dixon Chapter's 30th Anniversary. Those receiving the Top 20 Award were Bray Besse, Doug Browning, Bill and Karen Poole, Richard Southard, Darin Wood, Elmo Lewis, Richard Gutermuth, Patrick and Diane Varricchio, Tom Lauppe, Dick and Linda Harrington, John and Susan Raia, Lena and Marlin Morgan, John and Carolyn Vannatta, Rick and Cris Bowes, Bruce and Pam Wolfe, Jack and Colleen Ellis, Carl and Naomi Henderson, Don and Connie Snyder, Greg and MaryJane Casaroti, and Richard and Fran Hannah.

Before these awards were handed out we had an Ice Cream Social to cap off everyone's evening meal. On that accord several of us had carry out brought in; that made a simple way to handle dinner.

And the hospitality room! The ladies really surpassed all previous events this year! The room was organized much more like a lunch room and that was helped along by us having a separate room next door for registration and organization. On Friday we had pulled pork barbecue with all the trimmings and on Saturday we had hot dogs and still had a lot of the pulled pork. Plus if you needed more, several of the attending ladies brought in sweets. Great job ladies! Our hats are off to you.

From what we have heard from attendees it seems that this style of event was well received by all. This means we will do it again with some small tweaks. Thanks to all whom attended and all who helped out. It seems that this gets easier every time we do it and that leaves more time for all concerned to visit one another and just have fun. Without all our good friends this event would not be the same. Putting on these shows for all to enjoy is really a "labor of love." That's just the way it is... what else need I say? Hope to see you all in 2015 at the same place.

—Phil Barber (FCA #1581)
Hoschton, Georgia



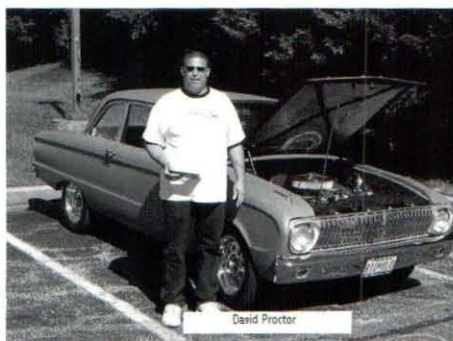
Richard & Fran Hannah - Virginia Falcons



Jim Larkin - Taking a break



Front - Rear: Doug Browning - Longest Distance (OK) and Bill & Karen Poole - Virginia Falcons



David Proctor



Darin Wood



John & Carolyn Vannatta - F7 Rollback



Jack & Sue Roberts



Greg & Mary Anne Casaroti



Bray Besse

The Black Pearl of Shangri La...

—Continued from page 13

Then it was time to finish up the front end. There were plans for fins on the back end but things had evolved. Instead I set my sights on extending the front end. After selling the stock grille at that same swap meet, years later I had purchased some re-chromed bumpers and went from there. I think it took about three attempts to succeed at the front end and it was worth it.

All this time sanding—there was a lot of sanding. The car was finally becoming a fine pearl, a Black Pearl to be exact! And painting. Painting the car piece by piece in my one and a half car garage until it was all House of Kolor black. Then it came time for the real fun! The day I had been waiting for—to kustom paint this Kustom with Kandy Kolors from House of Kolor. This was followed by lettering, lace and pin-striping—all of which I learned for the sake of doing this car. A labor of love for the Black Pearl.

Some people thought it was a little nerdy that I named my car. This car needed a name, for it was no longer the unwanted stepchild. My garage was also calling for a name!

There is a poster in my garage and I was looking at it very often during this build. The Robert Williams poster "Devil with a hammer"—you know the one. The supreme task—sectioning—I often pondered doing that to the Falcon too.

Wait a minute! There is a car on this poster named "The Pearl of Shangri La." What is this car and who also named their car a pearl? I looked on the internet to find out more about this car and this place called Shangri La. It turns out the car was a figment of the very talented Robert Williams'

—List of modifications on page 18

imagination. Then digging deeper into the place Shangri La turned me to a book written in the 1930s that I checked out of our local library. It turned out to be a very popular book; the story of this airplane flying to a paradise with some people against their will... I just thought Wow! I have to name my garage Shangri La. A paradise of sorts where I would get lost for hours and hours in the sanding and painting. Amidst the fumes and dust, I rolled out my biggest piece of art ever created "The Black Pearl of Shangri La!"

I must say I am a very private person and in my eight years of building this car I can count on one hand the people I let into the garage while the car was in progress. During the completion of this endeavor I was one day half-heartedly joking of an unveiling for the "The Black Pearl." To my surprise, everyone thought it was a great idea! I had special invites made and hand picked only 21 people to see the car. Of course my daughter was involved in planning and we had a gunny sack race, fish pond, and duck pond and lots of prizes. The unveiling was a huge success with gifts, family, friends, and laughter. Of course there were more than 21 people there! I think this will be an annual event of fun and laughter for years to come.

The Black Pearl of Shangri La is a lot of fun to drive and is no longer an unwanted stepchild. I am just waiting for the snow to melt from this cold Wisconsin winter to get it back out!

Thank you for reading my story; it is all true. I could not make this up!

—Michael Bieganeck (FCA #13570)
Madison, Wisconsin

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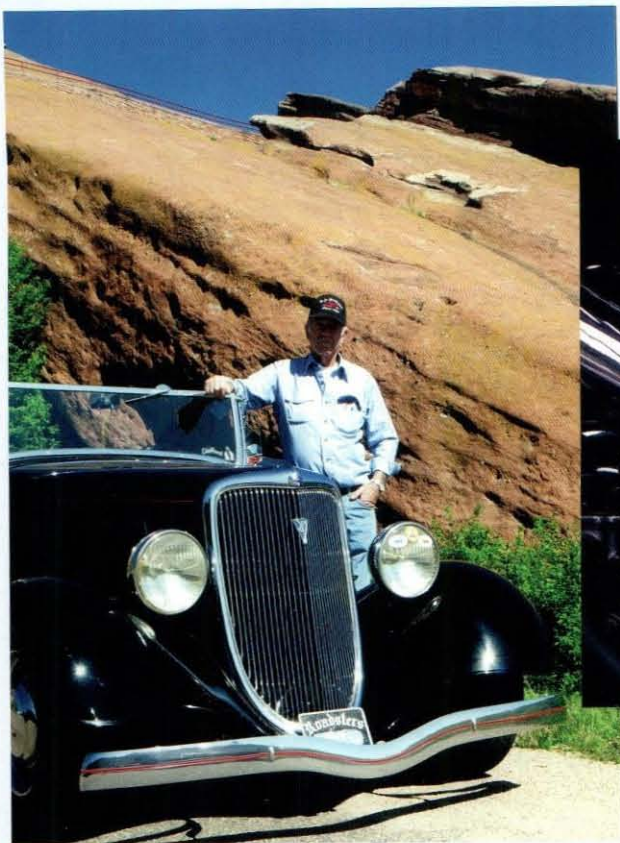
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Paul Garrigan

The Life and Times of Paul Garrigan...

Paul died in mid-December; he was 81. He had a good run. On that day in December, Paul and Pauline were finishing up wrapping Christmas presents. It was about 60 degrees outside and Paul said he wanted to go for a drive, in the roadster.

Paul died doing what he liked most, driving his 1934 Ford roadster. Paul was the consummate car guy, a true "hot rodder." He hung out with the car guys in high school, but never had any money for a car. A year or so after graduating from Denver's East High School in 1950, he bought his first car, a 1937 Ford sedan.

Many of you know Paul from seeing him at the Falcon Nationals with his immaculate black 1966 Ranchero, with the retractable rear window. He drove his cars everywhere and had over 300,000 miles on that Falcon!

Another car in Paul's life that many of you may not know about, was his all steel 1934 Ford roadster. He drove that



car everywhere too. It had a 288 cu. in. flathead with multiple carbs.

Paul took long trips in his roadster several times a year, some as long as 7000 miles.

One of his trips is documented in *The Rodder's Journal*, issue #16, it's a good read. Paul submitted it to the Editor and they liked it so much that they printed it with no editing. For those of you that don't know, *Rodder's Journal* is the ultimate, the pinnacle, in slick, well-done car publications.

In June he would go to the L.A. Roadster show. He would leave out of there and head up the coast on another journey. In July, he would drive his Ranchero to the Falcon Nationals. In the fall he would go to Florida for a Roadster meet. He was sometimes gone for a month at a time.

When he bought the roadster in 1995, he told Pauline, "Honey, I bought one that's ready to drive." He promptly had it apart and spread out "all over the garage floor." To get ready for his trips, he would get out his State Farm Road Atlas, and meticulously plan his route. He would go to some "hot rod" site on the internet and then contact people on the route ahead of time and let them know that he was passing through. At times he would just stop for coffee and conversation with his new hot rod friends, sometimes they would offer him a place in their home, so he could spend the night.

Paul didn't like anti-freeze in his vehicles. One time while coming home from the Florida meet, traveling through Kansas, he had to wait three days for the snow to clear. He would go out every few hours in the night to warm up the motor. After the snow



—Continued on page 19

The Black Pearl of Shangri La...

—Continued from page 15

Black Pearl Modifications

EXTERIOR

- Roof chopped two and a half inches, retaining original roof skin
- Front and rear pillars made from scratch with 18 gauge metal
- Drip rails made from quarter round steel stock
- Rear window frame angled forward for more aggressive look
- Front windshield channeled into body with redesigned wiper mechanics
- Front pillar chrome sliced and folded to be reused with visible A pillar
- The cowl wiper positions were moved and cowl was lengthened for better fit to hood and fenders.
- The hood was pancaked and relieved with functioning scoops added, hood corners rounded.
- Front fenders were decked and extended two and a half inches with scratch-built front valance molded one piece front end made with 3/8 steel rod skeleton with dart shaped sides then skinned with 20 gauge sheet metal. Functioning scoops also added to fenders to cool front brakes.
- Custom grille made from material found in Shangri La garage from previous owner of an RV.
- Upside down S-10 headlight bezels and lamps added
- Factory stock bumpers re-chromed. Side marker lights filled.
- Whole car dechromed
- Door handles shaved
- Tail lights shaved with chrome acorn nuts added
- Gas door added from Mercury found in junkyard with shortened fill pipe and inner housing.

- Whole car was stripped to bare metal with about a thousand 3M stripping wheels, completely metal finished then etched.
- Primed with 2K, then sealed. The car was painted piece by piece in House of Kolor black base coat then cleared and assembled. Then whole car was wet sanded twice then taped and laced for House of color Kandy Apple Lime Gold with Pagan Gold base and inlays, then cleared again with House of Kolor flow clear.
- What started out as an automatic car, the Falcon Futura Sport coupe has 3.03 gears in the rear connected to a shortened drive shaft connected to a T-5 Borg-Warner out of a 1987 four cylinder Mustang. The five speed is connected to a California Pony Car adapter plate. Ron Morris cable clutch all connected to a 1967 modified bell housing over a 1979 clutch and pressure plate with modern through out with Mustang cable fork with pivot ball added to bell. All connected to a 1966 flywheel with the original 200 cu. in. motor.
- The power plant is very detailed. Block was stripped with stripping wheels then ceramic coated hardened valve seats and ARP bolts were added. Chrome and stainless galore with homemade air cleaner utilizing a VW offset air cleaner over the Motorcraft carb. Stainless steel header with X pipe and Imposter exhaust make it breathe easy. The spark comes from a Duraspark II with modified Chrysler ignition box, super coil and 8.5 Accel wires. Running a 100 amp chrome alternator with stainless bracketry.

- The stopping power comes from a Scarebird disc brake conversion using 1977 Maverick master cylinder with modified fork. Pedals from a 1968 Fairlane
- Rolling on 14" chrome reverse Vintiques rims and Coker wide white radials via Chevy Cavalier calipers, Cadillac brake hoses and modified Mazda rotors.

INTERIOR

- There is a kick plate under the car to enter the vehicle. The Door assist opening reverse strikers have been relocated to the doors.
- Unkle Al's heavy duty solenoids are located in the quarter panels. The interior has retained the factory buckets with all black diamond tufted seats and door panels with gold piping.
- The factory style headliner was retained even with the chop and a 1963 Nova dome light was added with green lens.
- A home built console was added around the Hurst T-handle shifter, made of wood and metal with extruded aluminum from a door threshold inlaid with an Auto Meter mini tach—makes this car a blast to drive with only mere inches of view between the downed visor and steering wheel.

—Michael Bieganeck
(FCA #13570)
Madison, Wisconsin

Final Journey

—Continued from page 17

cleared, he resumed his trip home to Denver, with no top on the car. He didn't like a top on the car. It didn't have side-curtains either. The car did have a heater and he would always carry heavy gloves, jackets, ear muffs, and rain gear. He removed the cushions from the rumble seat so that he could store more items. He made special areas in the trunk to store spare parts. Paul was well prepared for most any circumstance that he might encounter. He had driven through all 48 states and had put over 100,000 miles on the roadster.

Paul sold his Falcon about a year ago. Ray, a fellow from Texas bought it. Ray made the trip from Texas with a big truck and a trailer. Paul and Ray spent the day loading the car. Along with the Falcon, went all of the spare parts, books, manuals, and tools that Paul had made special for the Falcon. As Pauline related to me, Ray had wanted that car for more than 20 years and when the time came, Paul was glad to see it go to someone that he knew and truly would enjoy it. He had tears in his eyes as the Falcon left for its new home.

Paul was an early member of the Denver Timing Association, Denver Roadsters, Early Ford V-8 Club, Mile Hi Chapter FCA, and the Falcon Club of America. He made his last road trip in 2011, to the L. A. Roadster show.

As my conversation with Pauline Garrigan was coming to a conclusion, she looked me square in the eyes and said emphatically "Paul loved the Falcon Club." I was doing pretty well up until then, but that choked me up...whew!

He is survived by Pauline, his daughter Jan, and her husband, John.

Contributions may be made to the Kidney Foundation.

—Submitted by Ronnie Crawford
(FCA #4790)
Denver, Colorado

Paul Garrigan



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Final Journey

Bart Otti

Right after Thanksgiving, a few of us Wheat State Chapter members had talked to Bart and we knew he wasn't feeling well. The last time I talked to him was about a week after Thanksgiving. He sounded very weak and told me he didn't feel well. I told him to call me if there was anything I could do. He thanked me for calling and we hung up.

Little did I know it would be the last time we would talk to each other. It was five days before Christmas when Cliff McKay made contact with one of Bart's friends and we found out Bart passed away December 14th of complications associated with lung cancer.

Bart is survived by a daughter in California, a son in Colorado, a sister in Arizona and a brother in Kansas City. He has no relatives in the immediate area.

There are plans in the making for a memorial service in the spring. Bart's sister has asked our Chapter to help liquidate Bart's Falcon collection. We are in the process of getting 11 of Bart's cars priced and being made available for sale. We are planning on having sealed offers opened around the first of March. Look to the Wheat State Falcon website to find out the latest.

I first met Bart about 5 years ago. I was in my office and this little man walks in and introduces himself to me as a man in search of Falcon parts and heard I was the guy to see. He told me his quest was to purchase one of every Falcon body style available for 1961.

He had a Ranchero and needed a few things but he was also looking for other models of that year. In the little time I knew Bart, I think I sold him five cars. The only one he kept was a 1961 two door wagon. I also sold him several parts over the years.

He liked to sell on eBay. I think he sold about \$800 worth of my parts over this period of time. It wasn't anything to get a call from Bart at 10:00 in the

morning asking if I had a bumper, or a grille, or trim piece. He would tell me someone from eBay bought something from him or just asked if he had something and he would hit me up. This way he made a little bit and didn't lose the sale. He was funny like that. If he could make a dollar or two he was all over it.

He bought two 1961 Rancheros from me a couple of years ago. The catch was I had to have the delivery charge included in my \$100 each cost. That was part of the wheeling and dealing he enjoyed. One of the cars was to be delivered to a local body shop.

That was when he first told me about his "custom" Ranchero he was building and he needed some parts off the one he just bought from me. He had made arrangements for the shop to strip the car down of what they needed and then I had to go back and move the Ranchero to his house so he could finish stripping it and selling it on eBay. He really wanted to surprise people with the custom but he didn't get it finished before his passing. This is one of the cars we are selling.

Bart's focus changed a little over the past couple of years and he started the hunt to find the oldest Falcon. Bart became friends with Merl Hayn and had decided he was going to find a car older than Merl and beat him at having the oldest Falcon. He never found it, but he was always looking.

I'm going to miss Bart and his funny ways. He was old school but he also had an orneriness about him. He really liked going to car shows and wearing his "A PERSON OF INTEREST" shirt he had custom made. He always had a container of suckers for the kids in his car as well.

Bart retired from the local school district. He was a custodian and in maintenance. He liked people in general. He had his way of doing things but that was just Bart. He loved the hot

days when he could get out and do his eBay running in the morning and take pictures and post items for sale in the afternoon.

I knew he liked motorcycles and that he used to work on and service them, but I didn't know he was well known for this. Bart sold old parts for British motorcycles and older racing and dirt bikes.

He used to sponsor a rider or two at the drag strips on the two wheelers. One of his long time friends and race riders, Tom Carlisle said Bart wanted the bikes to look good. He would powder coat the motor to make it shine. He said he would complain to Bart that it would make it run hotter and they would have to rebuild it more often. He said Bart would just laugh and say, "Yeah, but don't it look good?"

That's just how he was. A little flashy and a lot of fun. I will miss his phone calls in big rushes to find parts. He would always start out with, "I'm in no hurry" and then call the next day wanting to know if I had it.

We both had a lot of fun shipping a trunk lid of his to England for a museum restoration. He had a rust-free one and that's what they wanted. It didn't matter the shipping was over \$500. We both just laughed and sent it on its way.

Most people from the National Conventions will remember him riding around on his little red scooter, talking about his cars and all the work he had done. I will remember all the wheeling and dealing we went through in the short time that I got to know him. He will be missed by many, but if there is an eBay in heaven, I know he's staying very busy.

—Tim Sutherland (FCA #11096)
Wichita, Kansas

I am the second owner of this 1965 Ford Falcon Futura, Model 62B, two door, bench seat, and purchased the vehicle from the estate of the original owner, Charlene Smith of Vista, California.

It had 79,556 original miles on the odometer and had been garaged most of its life in Southern California. Current mileage is approximately 80,000. It has the original "black and gold" California license plates too!

I have done very minor upgrades to this car—new tires, replaced the carpeting and had the rear brake cylinders rebuilt. It had been repainted original Ford Ivy Gold at some point in its life.

It was built at the Lorain, Ohio facility on April 30, 1965.

—Mitch McKay
(FCA #14511)

Imperial Beach, CA

Feature Falcon: Mitch McKay



—More on page 24



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